The background of the slide is a grayscale image. On the right side, there is a close-up of a bus, showing its front and side windows. The license plate area on the bus reads 'CA 49819'. On the left side, there is a building with a classical architectural style, featuring a series of columns and an arched entrance. The overall scene is dimly lit, creating a professional and serious atmosphere.

**Presentation to  
The SFMTA Board of Directors**

**Transit Effectiveness Project  
Implementation Update**

3 | 06 | 2012 | SAN FRANCISCO, CALIFORNIA

# Outline

- Purpose of Outreach
- Outreach Process
- Transit Preferential Streets (TPS) Toolkit
- Travel Time Reduction Corridors
- Next Steps

# TEP Update

- TEP planning phase completed fall 2008
  - Route recommendations improved based on extensive public input
  - Travel time improvements identified as high priority, but no design work conducted
- Initial service and schedule changes implemented December 2009 in response to budget shortfall; ongoing state-of-good repair and operating improvements implemented
- CEQA EIR Notice of Preparation Issued fall 2011
  - Travel time reduction proposals developed for eight priority corridors
- Stakeholder outreach planned for travel time reduction proposals (TTRP) spring 2012
- TEP Implementation to begin fall 2013

# Purpose of Outreach

- Present detailed proposals for the travel time reduction corridors
- Engage in a dialogue with the community including Muni customers, residents, merchants and other partners
  - Facilitate future community involvement to ensure that needs and concerns are heard throughout process
  - Shape final proposals



# Outreach Audience

## **SFMTA will be reaching out to a variety of stakeholders**

- Ten workshops around the City
- Numerous neighborhood resident and merchant associations
- Citizen advisory committees
- Local transportation advocacy groups
- Muni Accessibility Advisory Committee (MAAC)
  - Partnering with working group to review proposals in detail
- Transit Operators and other employees
- Online

# Muni Rapid Program

## Operational Improvements

Transit-Only Lane Enforcement

All-Door Boarding

Dynamic Supervision and Service Management

Capital Improvements

## Network Enhancements

Colorize Existing Transit-Only Lanes

Brand And Clarify Rapid Routes

Pre-Payment Fare Collection

## Transit Signal Priority

Upgrade Existing Traffic Signals

Install Equipment on Buses and Traffic Signals

## Transit Effectiveness Project

Travel Time Reduction Proposals

Apply Engineering Toolkit

Service Improvements

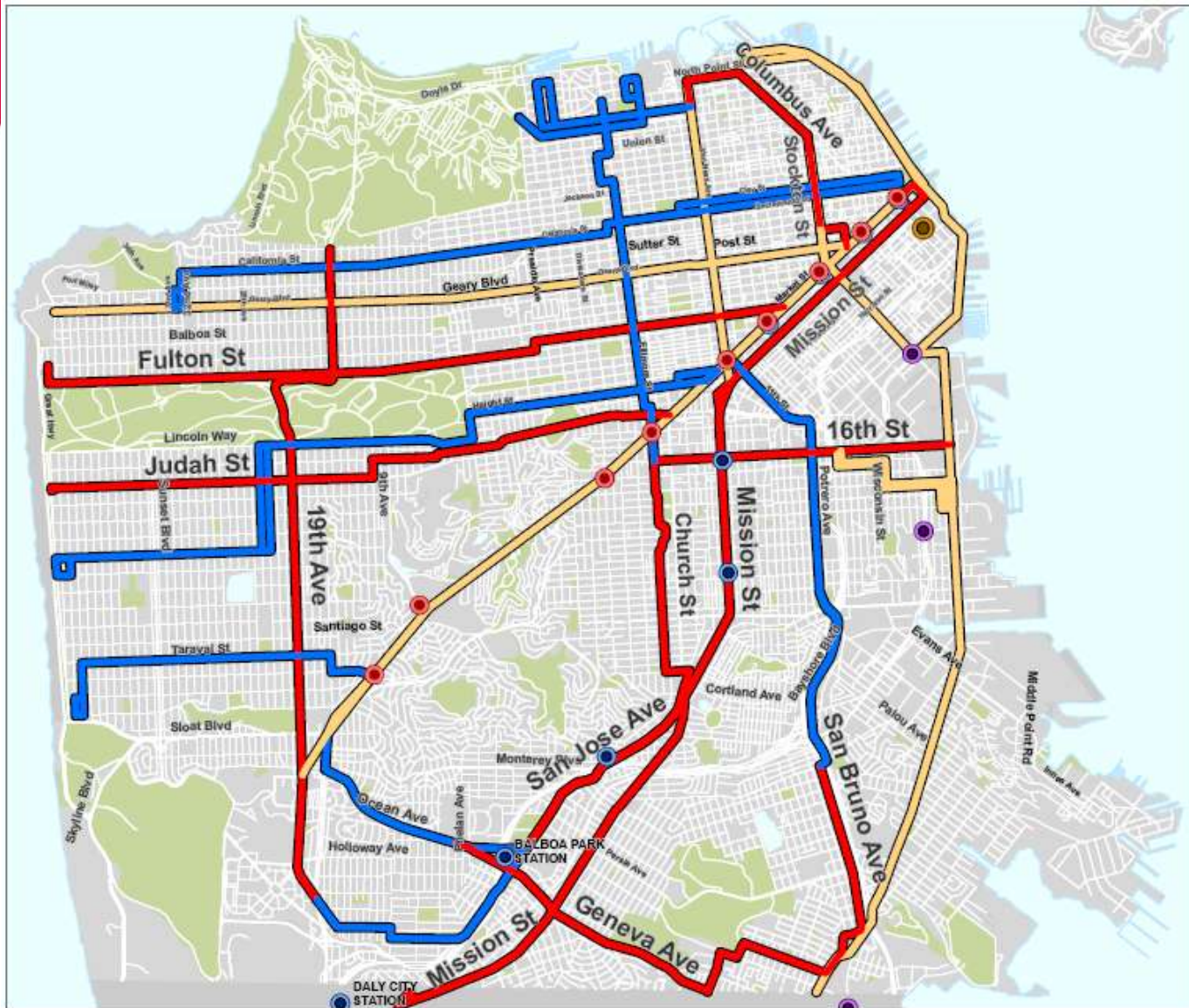
Improve Network Routing

Adjust Frequency and Vehicle Types

# Travel Time Reduction Proposals

- Focused on Rapid Network
- Based on a **toolkit** of traffic engineering and transit stop treatments
- When implemented with suite of Muni Rapid programs, expected to reduce transit travel times 12 to 28 percent
- Initial proposals prepared by staff for 8 route corridors
- Proposals to be refined based on community input at the beginning of the environmental review process





## Muni Rapid Network and Travel Time Reduction Corridors

- Phase 1 Travel Time Reduction Proposals
- Phase 2 Travel Time Reduction Proposals
- BRT, Subway or On-Going Muni Projects

**SFMTA** | Municipal Transportation Agency





# Transit Preferential Streets Toolkit

- Lane modifications
- Traffic signal and stop sign changes
- Transit stop changes
- Parking and turn restrictions
- Pedestrian improvements



# Schedule

